

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: Monthly Natural Resource Agency Coordination Meeting

DATE OF CONFERENCE: February 16, 2005

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Mark Hemmerlein

Charlie Hood

Bill Hauser

Jon Evans

Russ St. Pierre

Chris Waszczuk

Marc Laurin

Kevin Nyhan

Jim Kirouac

Federal Highway

Administration

Bill O'Donnell

Harry Kinter

Army Corps of Engineers

Rich Roach

NH Wetlands Bureau

Gino Infascelli

**US Fish and Wildlife
Service**

Bill Neidermyer

**NH Fish and Game
Department**

Bill Ingham

CLD

Jamie Paine

NOTES ON CONFERENCE:

Antrim 14382

This project involves the drainage around Great Brook that was discussed at the January Meeting. "C.R. Willeke discussed the proposed drainage replacements on Main Street and indicated if it was physically possible to change the drainage outlet location near Walter Neff's pond, then a storm water treatment area would be constructed upstream of Great Brook to offset the loss of treatment at Mr. Neff's pond. The resource agencies concurred with this approach. A wetlands permit application will be submitted if wetland impacts are planned."

Chichester 13922

This project involves the addition of through lanes at the US Route 4/202/NH Route 9 intersection with Main Street and Horse Corner Road. J. Kirouac described the project. There are excessive backups at the intersection, the project will provide two through-lanes in each direction and, at the request of the Town, sidewalks along US Route 4 to the Hillcrest Campground, down Main Street to the Safety Building and down Horse Corner Road. The Chichester Conservation Commission expressed concerns about drainage from the intersection area presently being directed to a wetland with a defined surface water flow that is directly connected to Marsh Pond (a wetland system of concern identified by the Commission). The Department will divert a substantial portion of the roadway and groundwater drainage, in the vicinity of the intersection, through a new drainage pipe onto an adjacent property to provide for overland treatment of this drainage prior to its reaching Marsh Pond. Overall the wetland impacts for the project, mainly due to the sidewalk installation, will be minor around 18,000 sq. ft. H. Kinter asked about any underground contamination concerns. J. Kirouac responded that petroleum related contaminations have previously been identified in the soil and groundwater in the area. A site-specific Health and Safety Plan will be developed by the Contractor. Coordination with NHDES is on-going and will continue during construction to ensure compliance with all applicable regulations on the handling, treatment and/or disposal of any petroleum contamination encountered in soil and/or groundwater. G. Infascelli stated that further discussion on the drainage diversion will need to occur after the design is further refined to assure that appropriate treatment of the drainage is considered. R. Roach stated that the project qualifies for an SPGP.

Statewide, IM-X-000S(397), 13408

This project involves a series of culvert repairs on I-93, and I-89. Kevin Nyhan discussed the proposed project. Wetlands impacts are approximate and represent the worst case scenario, as the consultant doing the design (Lois Berger Group) has not yet looked at ways to fully minimize the impacts.

- ❖ The first culvert is along I-93 in Northfield. The pipe is a 66" rcp. There will be 2,200 sf of temporary impacts and 210 sf of permanent impacts.
- ❖ The second culvert is in Ashland along I-93. The pipe is 54" cmp. There will be 2,900 sf of temporary impacts and 280 sf of permanent impacts.
- ❖ Littleton #1 along I-93 (mile markers 093130.4501S & 093130.4601S). This pipe is a 60" cmp. There will be 1,040 sf of temporary impacts and 900 sf of permanent impacts.
- ❖ Littleton #2 along I-93 (mile marker 093125.9201S). This pipe is a 48" cmp. There will be 990 sf of permanent impacts and 170 sf of temporary impacts.
- ❖ The fifth culvert is located in Franconia along I-93 in the notch. The pipe is a 54" cmp at the headwaters of the Pemigewasset River. There will be 1,940 sf of temporary impacts and 170 sf of permanent impacts.
- ❖ The last culvert is in Lebanon along I-89. The pipe is a twin 66" cmp. There will be 3,070 sf of temporary impacts and 990 sf of permanent impacts.

Nobody in attendance objected to the project as proposed. Because of the numerous locations throughout the state, and because multiple wetland applications will be required, no mitigation was required. Rich Roach okayed the project under the SPGP.

Laconia Surplus Land

Russ St.Pierre explained the State's intent to abandon and discontinue its right to operate and maintain a railroad over a portion of the former Lake Shore Railroad (Lakeport Spur) in the City of Laconia, NH. He explained that the land over which rail service would be abandoned is private property owned by James R. Irwin & Sons, Inc. and is currently used commercially as Irwin Marine. Photographs depicting the current state of the property were displayed. The photographs revealed the extensive development of the property and how the marina has maintained clear access to the rail line. After discussion, it was determined the potential environmental consequences of the proposal were minor. There were no official objections to the proposed abandonment, though one participant did express a personal objection.

Chichester ,14081

The Town of Chichester proposes to replace a steel girder bridge with concrete abutments (No. 152/144) that carries Webster Mills Road over Sanborn Brook with a precast concrete arch. The project would require the existing road to be raised approximately six feet in the vicinity of the bridge to accommodate storm water flows which collect at the bridge, the low point in the road. Jamie Paine from CLD Consulting Engineers, Inc. made the presentation.